

# AUTOMOBILE GOSSIP

The Park-Shepherd Motor Co. reports the sale of three new Fords on Wednesday and Thursday, a sedan to Mr. Adrian of West Linn, a touring car to Mr. Smith of Oregon City and a coupe to Mr. Smith of Canby.

Henry Ford's new five day week is causing a great deal of comment and conjecture as to whether the plan will work. Some say it can't be done, others say no self respecting son of toil would wish to work but five days out of the seven. Be that as it may, Ford may have competition if Durant does what he says he'll do with his new car. Whether the five day week will stand the test of competition will remain to be seen.

## New Welding Shop Opened On Seventh Street

Harry Oakley and Geo. C. Parberry have recently opened a welding and brazing shop on upper seventh street near the Cross Harness shop.

Mr. Oakley has had nine years practical experience in the U. S. Navy, embracing all lines of metal work, brazing, and repairing and feels well able to tackle anything in this line.

## Ship by Truck Idea Is Growing Fast

The Automobile Chamber of Commerce states that last year 1,200,000-000 tons of freight were handled by motor trucks. About 1,000,000 trucks were employed averaging about 12,000 tons each per year which means about four tons a day per truck.

The statement has been made that the truck industry has grown faster in proportion during the last few years than the passenger car industry. This indicates great possibilities for the future of the motor truck world for the field of operators is growing with every mile of road which is built. In some cases they compete to a large extent with the railroad, however, the figures given cannot be taken as a given amount taken from the regular railroad business, for much of it has been created where business would not have been obtained under the old order.

Both the truck and the railroad have their distinct realm in the transportation world but just where the boundary lies is by no means certain.

There is another problem which presents itself in this connection and that is the highway and street question. Heavy motor vehicles must bear their share of the expense of upkeep both on the highway and the city street as they play no small part in the wearing of our hard surface roads.

## Where Your Taxes Go

How Uncle Sam Spends Your Money in Conducting Your Business

By EDWARD G. LOWRY

Author "Washington Close-Up," "Banks and Financial Systems," etc. Contributor Political and Economic Articles to Leading Periodicals and a Writer of Recognized Authority on the National Government's Business Methods.

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### WHY YOU'RE INTERESTED

I wish you would take what is written here as a personal report addressed directly to you from me about your business. Don't think of it or read it as an article about "politics," or remote public affairs at Washington. It is not that at all. It is what I ask you to think it, a personal business report to you relating to your individual concerns, your pocketbook and your welfare. I have no other interest than to tell you the exact truth.

Assume that you have sent me to Washington to find out for you what your agents are doing, how they are managing your affairs and spending your money. I call them your agents for that is all they are—the President, the members of the cabinet, the senators and all the members of the house of representatives. You hire them, you pay them, and you can fire them.

You may think of them in deference and awe as a group of eminent statesmen, or you may call them in flippancy and too hasty contempt "a lot of politicians." But whatever you call them, they are your hired men. They attend to your collective business, which is called the public business.

Query: Are they doing it efficiently and with a single-minded devotion to your interests?

Perhaps the largest item in the high cost of living is the high cost of government. And far and away the largest item in the high cost of government is the high cost of armament; preparation for war. About 90 per cent of all government revenues, and that means the money taken from you as taxes, goes to pay for wars, past, present and future.

Before I have concluded this series of articles I expect to show you conclusively that the impelling motive that induced President Harding to call the present conference in Washington to consider limitation of armaments was financial. The pressing need of considering a proposal for a reduction or limitation by agreement of war expenditure was not made entirely on the ground of morality or righteousness, but as a plan for cutting down the operating expenses of the government.

If the United States government were an individual we would say that it was broke, for its expenses exceed its income.

Your interest is simply this: that whatever decision is made you will have to pay the bill. If today we didn't have these army and navy expenses you would have to pay in taxes less than \$1,000,000,000 a year instead of \$5,000,000,000. That means we would have about \$4,000,000,000 more a year to spend on our private needs and pleasures. I frankly confess that I would enjoy having four-fifths of my taxes knocked off. Wouldn't you?

Secretary Weeks of the War department gave public warning a little while ago that the government would require of us about \$17,000,000 in the next thirty months to meet current expenses and other obligations. Persons who have given close study to that possibility say that the need will be nearer \$20,000,000, than \$17,000,000. The great bulk of that is for past and prospective war expenditures.

For this, you and congress and the Executive departments at Washington are responsible. You more than anybody else, for it is your money that is being spent and you can stop it. In its simplest terms the procedure is this: You earn the money, congress takes it away from you in the form of taxes, and then congress and the Executive departments spend it.

A great part of it is wasted. This is established, conceded, confessed, and acknowledged by congress, which authorizes the expenditures, and by the executive officers of the government, who do the actual spending. It is your money that you have earned in your business, on your farm, or by the labor of your hands, that is being expended and wasted at Washington.

Every cent that is extravagantly or needlessly expended by the government you could have in your pocket to meet the increased cost of food, lodging and clothing, doctors' bills and amusements, or to put away and save against a rainy day. If you only demanded determinedly and unitedly that governmental extravagance should cease.

I can tell you some of the conditions of governmental spending and how your money is chucked about, and I can tell you how you can stop it. The power is yours, and until you exercise it waste and extravagance will not stop.

### II.

## UNCLE SAM AS EMPLOYER

The United States government is the largest single employer of men and women in this country. At the present time in the executive civil service of the Federal government, and exclusive of the army and navy, there are employed approximately 650,000 workers, or one in 73 of all residents on American soil, ten years of age or over, engaged in gainful occupations. A little while ago, when the number of federal employees was even larger than it is now, one person out of every 68 in the United States who had any sort of a job at all was working for the government. These calculations are based on recent estimates of the bureau of the census in anticipation of the results of the fourteenth general census.

Prior to the outbreak of the war, in 1914, the number of men and women in civil positions in the executive service was approximately 385,630. In 1916 it had grown to 398,832. In 1917, after our entry into the war, it was 459,798. On June 30, 1919, the number

was 707,448. The number on July 31, 1920, was 691,116.

These figures are confessedly approximations. Since the signing of the armistice the number of federal employees has been decreasing. Undoubtedly the decrease in force will continue to be made for months to come, but the growth of the government business in the past few years has been such as to make it a larger employer in the post-war period than it had ever been in the pre-war period.

These thousands of men and women working for the government comprise every type of ability and intelligence. Their duties cover a range of activities that far exceeds that exercised for other public or private employers; for, besides its task of lawmaking and law enforcing, of national defense and national finance, the government is charged with promoting the health and welfare of its people, of promoting their home interests, their agricultural, mining, manufacturing, shipping, fishing and transportation interests.

To do this it must investigate, control and eradicate diseases that attack persons, plants and animals. It must inspect livestock, foods and drugs. It must study conditions and progress in education, labor and commerce. It must prevent individual men or groups of men from using unfair business methods, whether in banking, transportation, trade or manufacture.

The government must administer public lands and the affairs of the Indians, and educate children in Alaska. It grants patents of invention. It sets the clocks of the country, forecasts the weather, and makes observations of the stars and heavenly bodies. It constructs buildings, docks, roads, bridges, irrigation works, bulidns and canals and aeroplanes, makes ordnance and ammunition, clothing and other supplies for its soldiers and sailors. It makes all its own money and does all its own printing. It distributes all mail and many packages.

The government does everything that any employer in the United States does, in addition to a great many things that no other employer does. How does it treat its people? Is it a good employer or a bad employer? Are its employees contented? These are questions that I should advise the railroad men, the miners and other workers who seek nationalization of industry, to look into before they commit themselves.

Let them find out for themselves what government ownership would mean to them.

The first thing they will discover, as I discovered when I began the present inquiry, is that nobody knows, and nobody in the government service is charged with knowing, the exact number of employees in the service from day to day. Even more astounding, nobody knows, or is charged with knowing, even approximately, the sum of the payroll of the United States.

It is not possible to find out within hundreds of thousands of dollars how much the United States pays yearly or monthly in salaries and wages. I went to the Treasury department, to the appropriations committee of congress, and elsewhere where I thought the information might be lodged, but nobody knew. I was told vaguely that the government was not run on an asset and liability basis, and therefore it was not necessary to know the exact number of employees on the payroll. If the average compensation is \$1,

100, the federal civil service payroll now amounts to more than seven hundred million dollars annually. The largest single branch is the Post Office department, with nearly 300,000 employees. The War department has more than 125,000 civilian employees, the Navy department about 90,000, and the Treasury department about 60,000. No other branch has as many as 25,000 employees. Any institution that employs one in seventy-three of all this country's workers and calls for the expenditure of such a large part of our annual revenues is entitled to your serious consideration. You and you alone put up the money.

## VAST TREASURE WAITS FINDER

Hidden Somewhere in the Sudan Desert is Osman Digna's Store of Gold and Ivory.

In my travels, when a young girl in Egypt and later in the Sudan, in Ismailia, I met with a woman who had fled from the Sudan during the war with the British. She was related to the once famous Osman Digna, the mahdi's general and most trusted friend. She related the following, which I translate:

Every year Osman Digna used to take 50 Sudanese men and load them up with ivory, gold and precious stones which the mahdi obtained from traders from the Congo. He led these men in a march which lasted three days into the wilds of Khartoum, to a mountain where was his cache. When everything was put in safely, they started off to return, but halfway another trusted man, named Mahomoud, met Osman Digna with a hundred men, who killed everyone of the men used to carry the valuables. When that deed was done they returned to the mahdi, waiting for the next year's caravan.

Osman Digna consequently was the only man who knew the cache. When taken prisoner he was offered a large sum of money to conduct a party to the place but he absolutely refused to speak. The last I heard of him he was still lingering in prison in Cairo nearly blind and insane.—Montreal Family Herald.

For Twenty-Seven Cents.

An unforeseen interruption of travel occurred on the West side elevated railroad one morning last week. A short, somewhat stout, middle-aged woman ambling her way to the downtown platform at Ninety-third street dropped her purse, as well as her ticket, in the box.

The son of Erin whose special duty it is to see that tickets are dropped in the box tried to extricate the purse with a wire. He failed and then the woman wanted to try. The ticket seller was called out.

Potential passengers were held up. A crowd collected. Variegated remarks enlivened the occasion. Finally a mechanic was summoned. He took the top off the box and recovered the purse. It contained 27 cents. Travel had been delayed almost an hour.—New York Sun.

### Church Treasure Recovered.

An Italian ice cream dealer in attempting to dispose of a solid silver cross for \$60,000 in Glasgow disclosed the whereabouts of a Thirteenth century church ornament worth \$500,000 which disappeared several years ago from the Church of Borgo Colleferato, near Aquila, Italy. The evidence presented in court was to the effect that the cross was one of the most valuable antiquities of Italy, and was thought to have been smuggled out of the country by an art collector. The ice cream vendor's effort to sell it at a \$60,000 figure aroused the suspicions of an antiquarian because of its greater intrinsic worth. The Italian contended that it has been in the possession of his family for generations, that it had been lost in the earthquake at Messina and had been recovered by him from the ruins.

### "Perfect 38" is No More.

The perfect 38 bust is no more, writes a sartorial correspondent. In the days of her prime, before flappers owned their own cigarettes, she flourished. Now she is gone, forever. In her place is the willow creature with a figure like a twelve-year-old boy and dresses that are suspended from sharp shoulders. The fashionable figure now, is smaller than the 38, more undeveloped. The stylish girl accentuates this thin, wispy appearance.

### LYCURGUS DID NOT "BELONG"

Old Gentleman Wrong in Classing Him as One of Seven Wise Men of Greece.

The seven wise men of Greece, whose names and sayings have come down to us from antiquity, have been distinctly secondary in renown recently to the several score wise men of the nations gathered here in the conference on the limitation of armaments.

But the ancient wise men are not forgotten. Here and there are men who treasure the sayings which those worthies handed down to us. They are keen on the proper pronunciation of their names, and know to a degree in which Grecian state they lived.

One of these scholars came in last week to settle a dispute, says the Washington Star. Several of his friends, in whom the fine flower of learning had not withered any more than it had in him, were disputing about those seven wise men of Greece. "They could only think of six," declared the gentleman, nodding his

white head. "I said the seventh was Lycurgus. Am I right?"

The seven wise men of Greece, not having figured in the news for a few years, it was no easy task to locate them. But a fat volume finally gave them up—and Lycurgus was not in the list.

Bias, Chilo, Cleobolus, Pittacos, Solon, Thales and Periander were the seven wise men. Everybody remembers Solon as the man who got off that really tremendous saying "Know thyself." Cleobolus is credited with a good one too. "Avoid extremes." This latter is the famous "golden mean" of Epicurus.

"And to think I would have put Lycurgus in that list!" exclaimed the old gentleman.

### A LITTLE PLANNING

Sometimes a very little planning will change things about a chicken house so the hens will begin to lay. Proper egg-producing feed is necessary, of course, but if hens are allowed to run out in the damp and cold weather they are not likely to produce many eggs.

It is not necessary to have a very fancy house for hens, but a scratching shed light and dry, adjoining the roosting and laying room is very profitable and can be nailed up in a little while out of almost any lumber one happens to have. It should have a sunny exposure if possible and be enclosed on three sides with boards. The fourth can have glass if you happen to have some old window sash.

## "EQUIPPED TO SERVE YOU BEST"

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Acetylene torches are science's most modern method of welding and repairing any metal work.

Our complete equipment and skilled workers in this line enables us to repair practically every kind of a break in or on your car, especially such mishaps as bursted water jackets, cylinder heads, cracked cylinders, broken frames and the like. And we can do it at a nominal cost.

ON THE HILL Oregon City Welding & Brazing Shop 615 - 7th Street

Many times old sash can be picked up cheap at a place where material from wrecked buildings is sold. If one can't get window sash wire will do very well.

The roof should be water-tight so as to keep the ground dry and straw should be kept on the ground and the grain scattered in it so the hens must scratch for it. It is surprising how fine they will work up the straw in a week. The straw should be taken out when it becomes very fine, as by that time it is foul and will make a splendid top dressing for the garden.

Always send your hens to bed with full crops, but make them work for their grain in the morning.

# Like Any Other Store We Give Service

There isn't any kind of store that can succeed if it fails in courtesy, truthfulness or service to the customer.

In that we're like the butcher, the baker and all the rest, who have to apply common sense principles of business over and over again every day.

We're glad to be able to tell you that your battery is in A-1 shape, even if it doesn't happen to be a Willard. But here at Battery Headquarters we don't hesitate about breaking the news if it isn't in condition—or to recommend repairs or the purchase of a new battery if that's the economical thing for you to do.

## CON HILGERS

Battery Rebuilding and Repairing. Twelfth and Main Oregon City, Ore.

Representing Willard Storage Batteries

## Tires Tires

We carry a large stock of Goodrich tires in all sizes of cords and fabrics. Priced to suit the times. Come in and look them over.

From \$9.90 up

We can also sell you a tire for \$9.00

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12th and Main Oregon City

## AUTOMOBILE PAINTING

A shabby looking car advertises neglect. Let us do your Re-Finishing.

WITH O. C. AUTO PAINT SHOP MILLER-PARKER CO.

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When choosing your repair man

Unless you know automobiles you are at his mercy. Much depends on his integrity as well as on his technical knowledge.

We hold ourselves personally accountable for every car entrusted to our care.

### Capital Garage

Less Crawford, Prop.

## Tires Tires

We have a large stock of U. S. Tires on hand in all sizes. Cords and Fabrics priced to suit the times. Come in and look them over

From \$9.90 up

We can also sell you a tire for \$9.00

### HALL & SON

12th and Main Oregon City

## Garage Opportunity

On account of the death of the late Mr. L. W. Reed, of Estacada, I am offering for sale the garage business, consisting of all equipment, accessory stock, tractors and used cars.

To any one considering entering the General Garage business, this is an excellent opportunity to step into an old established business, less the expense of pioneering a new business which is a large asset.

In addition to the above we are the Studebaker, Dort and Velle Dealers for this territory. These are money making agencies.

For terms Address all communications to MRS. L. W. REED, In care of Reed's Garage, Estacada, Oregon

# \$348

F.O.B. DETROIT

## NEW PRICE

You have never before had the opportunity of securing as much motor car value at so low a price. Take advantage of this opportunity and place your order now when you can obtain prompt delivery.

Terms if desired.

Park-Shepherd Motor Co. Incorporated 4th and Main Sts., Oregon City, Ore.